

Save Lives

Save Money

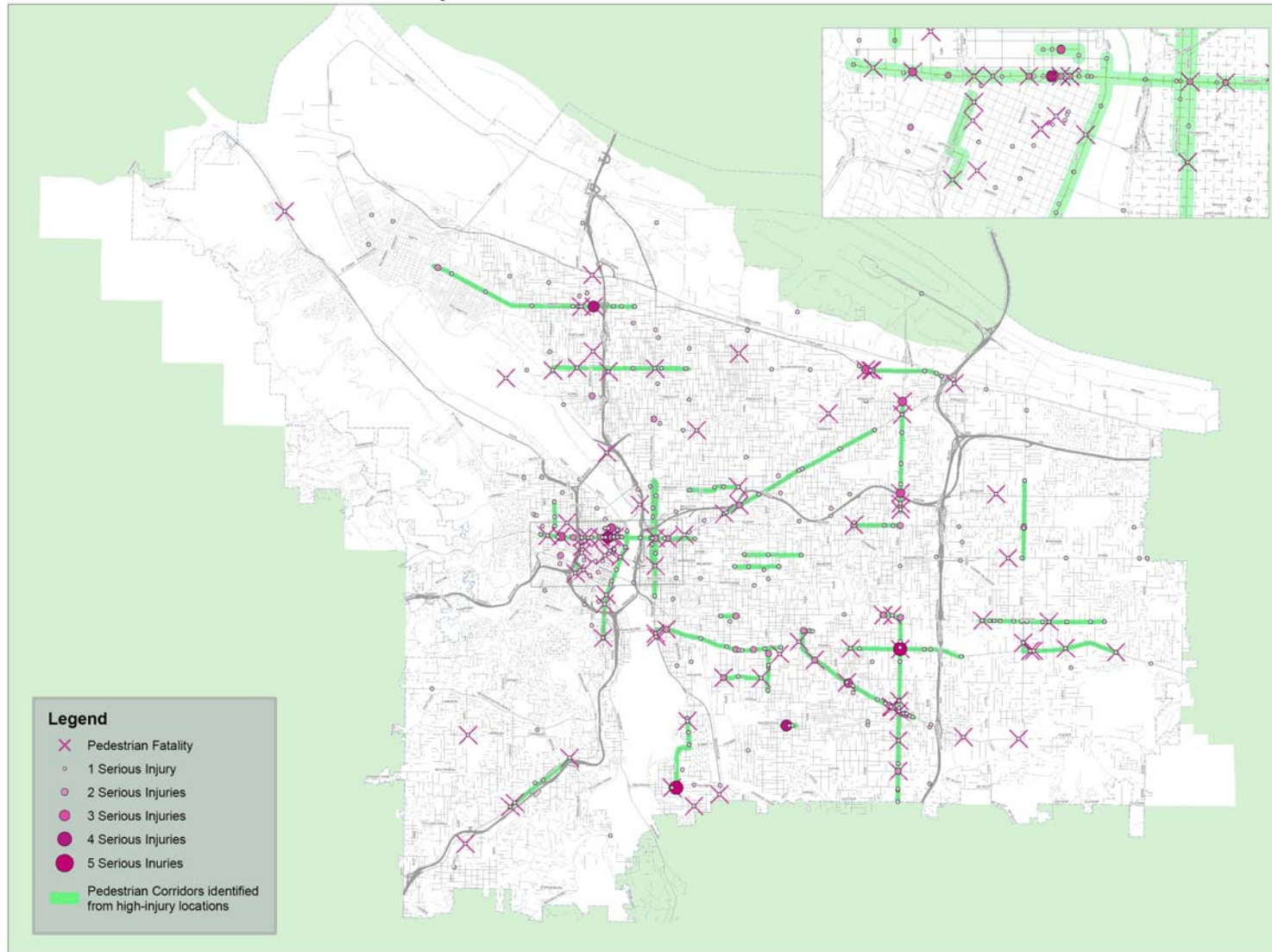
Saving Our Environment

Transportation Safety #1 Priority

- Commissioner Adams, hosted two citywide Traffic Safety Summits
- Bicycle safety workshops in each district coalition
- Secured local and federal funding to serve 25 schools with Safe Routes to School Program
- Photo radar in school zones
- Citywide DUII task force
- Partnership with ODOT developed a pedestrian safety program
- In cooperation with Police, conducted over 40 pedestrian crosswalk actions, with a focus on schools and senior centers
- Established Safe Routes to Senior Center Program at 10 senior centers

Portland's Most Dangerous Intersections

Pedestrian Fatalities & Serious Injuries: 1995-2004



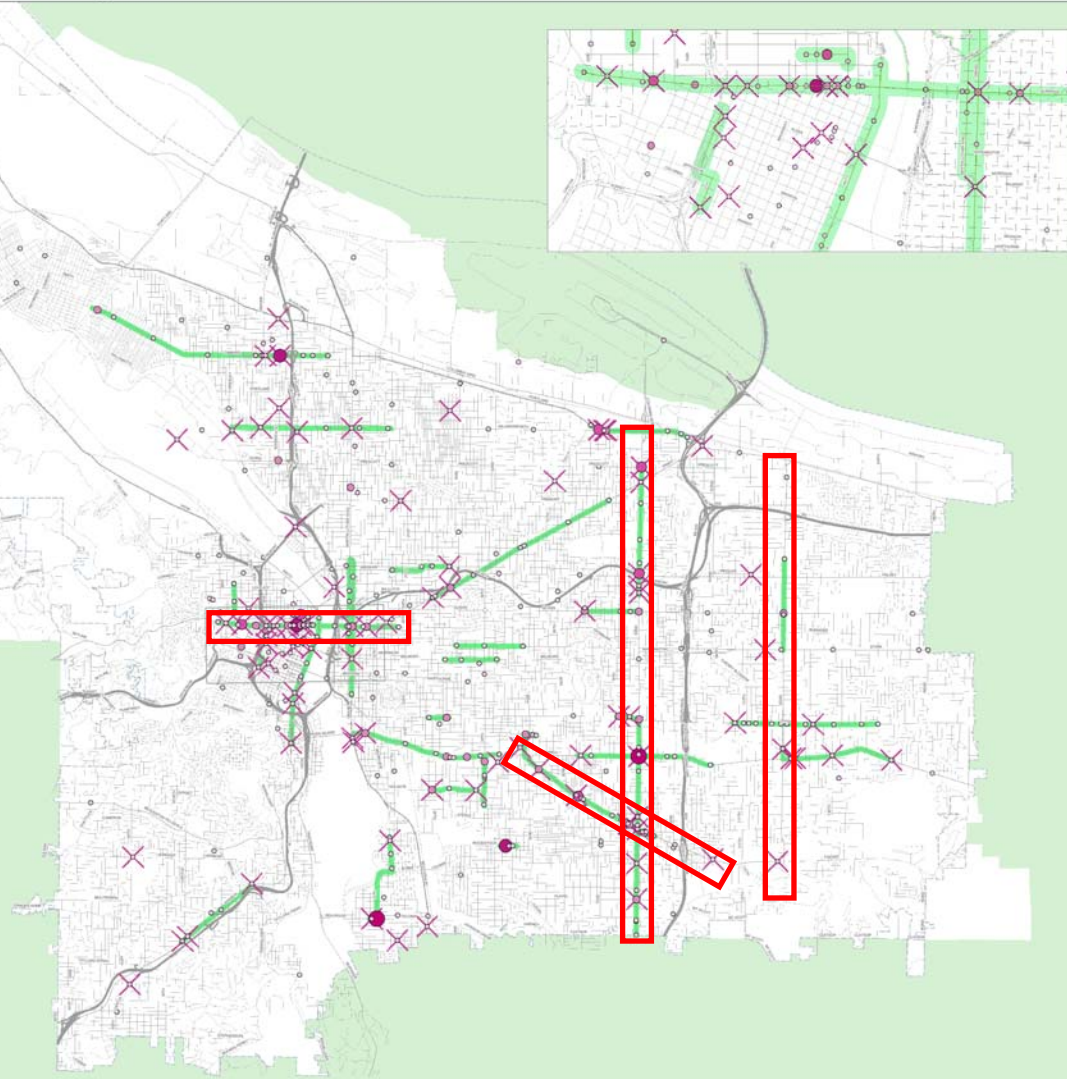
Portland's Most Dangerous Corridors

Pedestrian Fatalities & Serious Injuries: 1995-2004

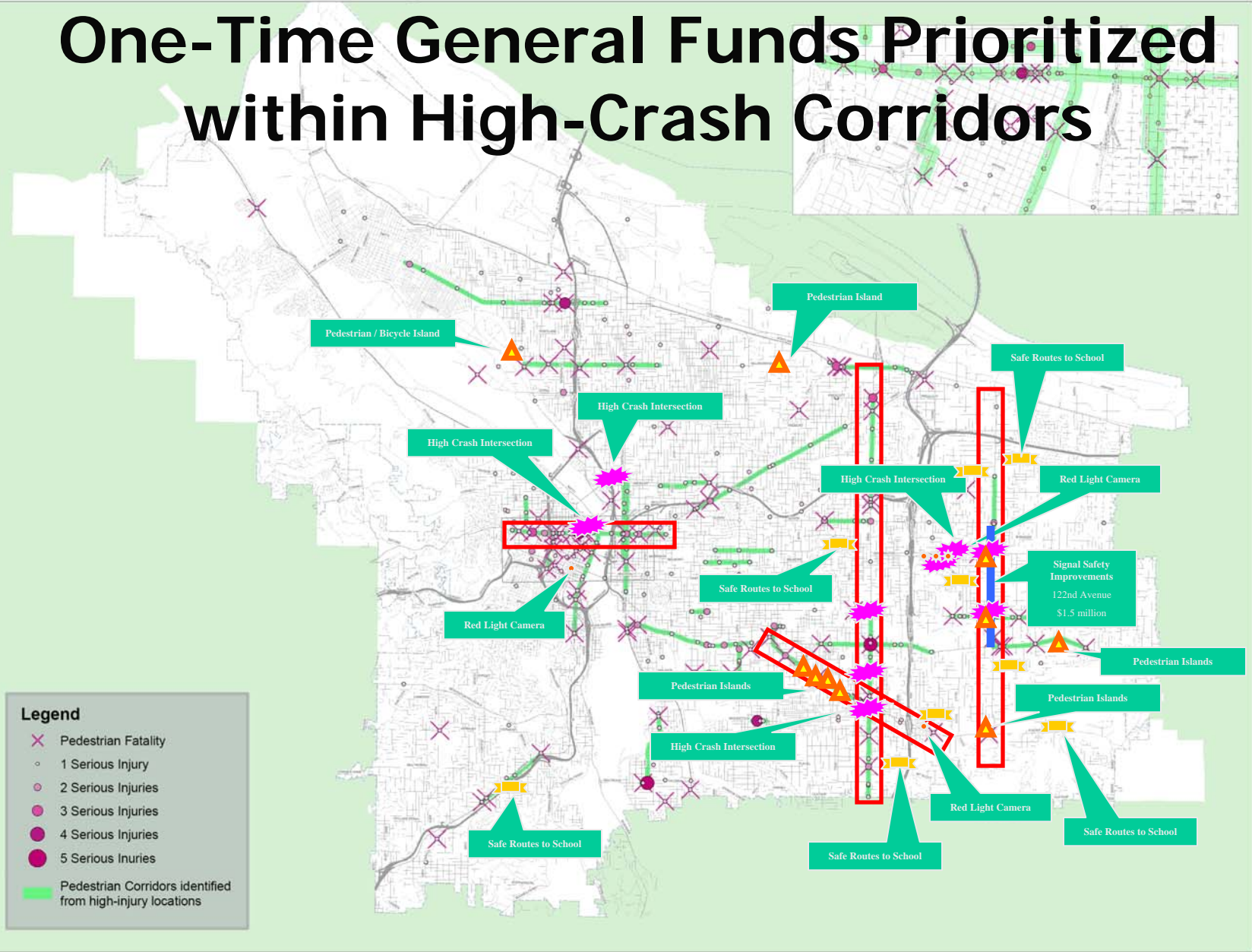
- 82nd Avenue
- Foster Road
- 122nd Avenue
- West Burnside

Legend

- × Pedestrian Fatality
- 1 Serious Injury
- 2 Serious Injuries
- 3 Serious Injuries
- 4 Serious Injuries
- 5 Serious Injuries
- Pedestrian Corridors identified from high-injury locations



One-Time General Funds Prioritized within High-Crash Corridors



**Since 2006, \$11.6 Million Total
PDOT One Time Safety and
Maintenance Funds**

Types of Safety Improvements

- Vehicle safety at high crash locations
- Traffic signals and street lights
- Safe Routes to Schools
- School beacons
- ADA curb ramps
- Bike and pedestrian safety improvements
- Enhanced enforcement, speed reader boards and red light cameras

One-Time General Fund Allocated East of 72nd, Powell and Foster

- \$3.281 million allocated to East Portland
 - 76% of one-time funds for high Crash Locations
 - 73% of One-time funds for ped safety projects
 - 4 of 5 new red light cameras east of 82nd
 - \$1.5 million spent on signal safety project on 122nd
 - 100% of one-time funds for ADA curb ramps

Northwest Portland Safety Improvements

- The neighborhood demonstrated significant support for traffic safety improvements around Burnside, Safe Routes to Schools (Chapman), family-friendly bike and pedestrian boulevards, and senior safety
- NW 16th/Everett was identified as the highest priority for bicycle safety at the NW Portland workshop.

Flanders Crossing is Council Priority

This project has been approved by Council

- 2002 Burnside Transportation & Urban Design Plan
- 2007 West Burnside/Couch Alternatives Analysis
- 2007 Transportation System Development Charge Project List
- 2007 Transportation System Plan Update
- 2007 – Council commissioned feasibility study and demolition and salvage plan for Sauvie Bridge relocation

Flanders Crossing has Broad-based Support

- Northwest District Association
- Pearl District Neighborhood Association
- Central Portland Families
- Pearl District Business Association
- Willamette Pedestrian Coalition
- Mayor Bud Clark
- Local businesses and neighbors
- BTA
- Commissioners Saltzman, Leonard and Adams
- Former Commissioner Sten

Glisan and Everett Freeway Access: High Conflict Area

- Two freeway off-ramps and two freeway on-ramps create a high conflict interchange
- Over 200 motor vehicle injury collisions in the area between 1997- 2006
- Unsafe for vehicles, peds and bikes without improvement

Burnside, Glisan, Everett Corridor

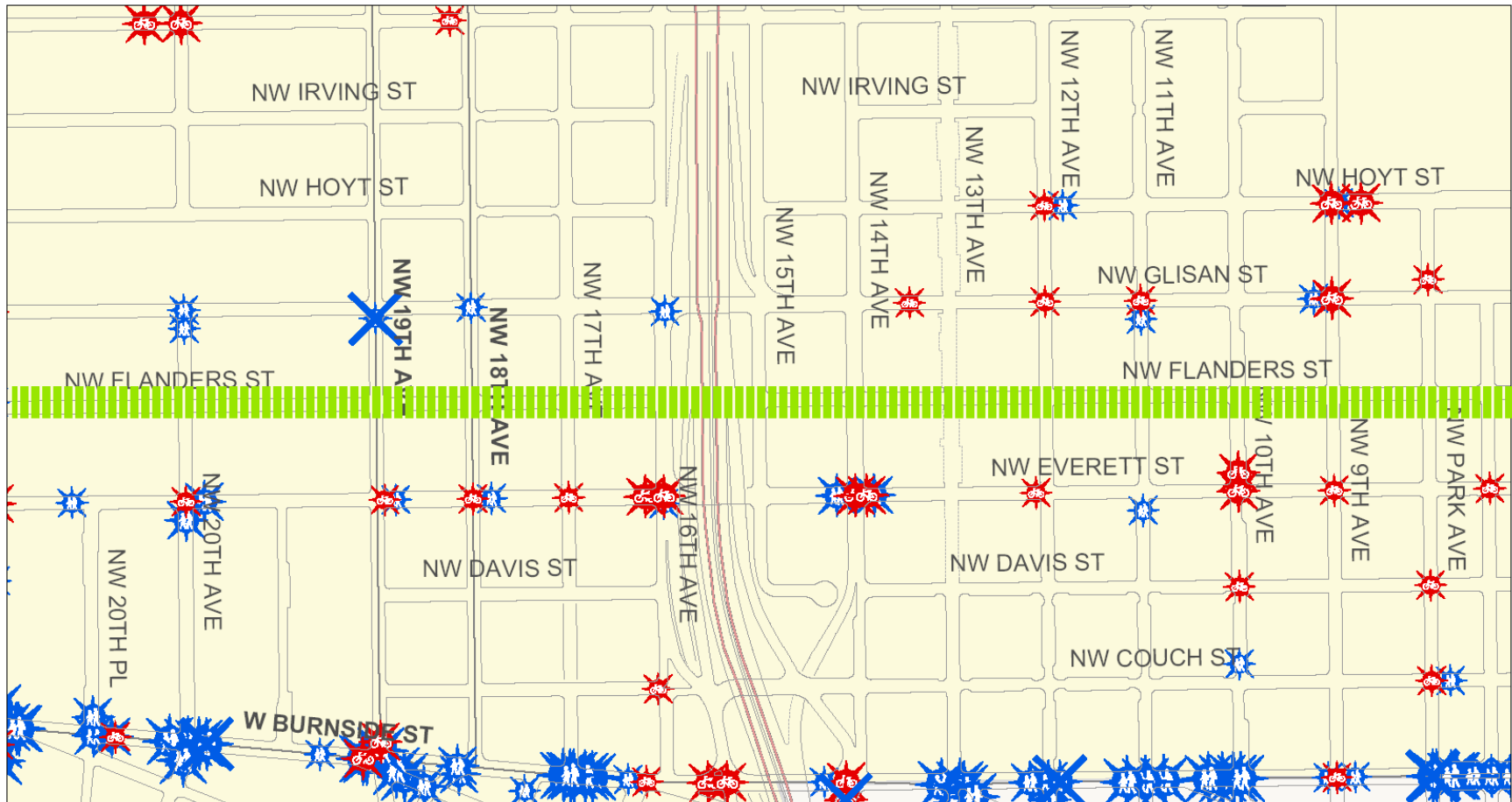
1997 – 2006 collision reports

- 89 pedestrian injury collisions
- 29 bike injury collisions
- 5 pedestrian fatalities

Not forgotten is Tracey Sparling,
bike fatality at 14th and Burnside, 2007

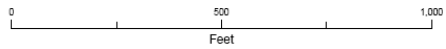
REPORTED BICYCLE AND PEDESTRIAN CRASHES

1997-2006



Pedestrian & Bicycle Injuries 1997 - 2006

- | Pedestrian | Bicyclist |
|---------------------|--------------------|
| 1 - 2 injuries | 1 injury |
| 3 - 5 injuries | 2 - 3 injuries |
| 6 - 8 injuries | 4 - 7 injuries |
| 6 - 8 injuries | Bicyclist Fatality |
| Pedestrian Fatality | |



Everett and Glisan pose challenges for pedestrians

- Narrow sidewalks and missing sidewalks on I-405 bridges
 - Everett = 7-foot-wide sidewalk on south side
 - Glisan = 7-foot-wide sidewalk on north side
- Crosswalks mix with freeway on-ramp and off-ramp traffic



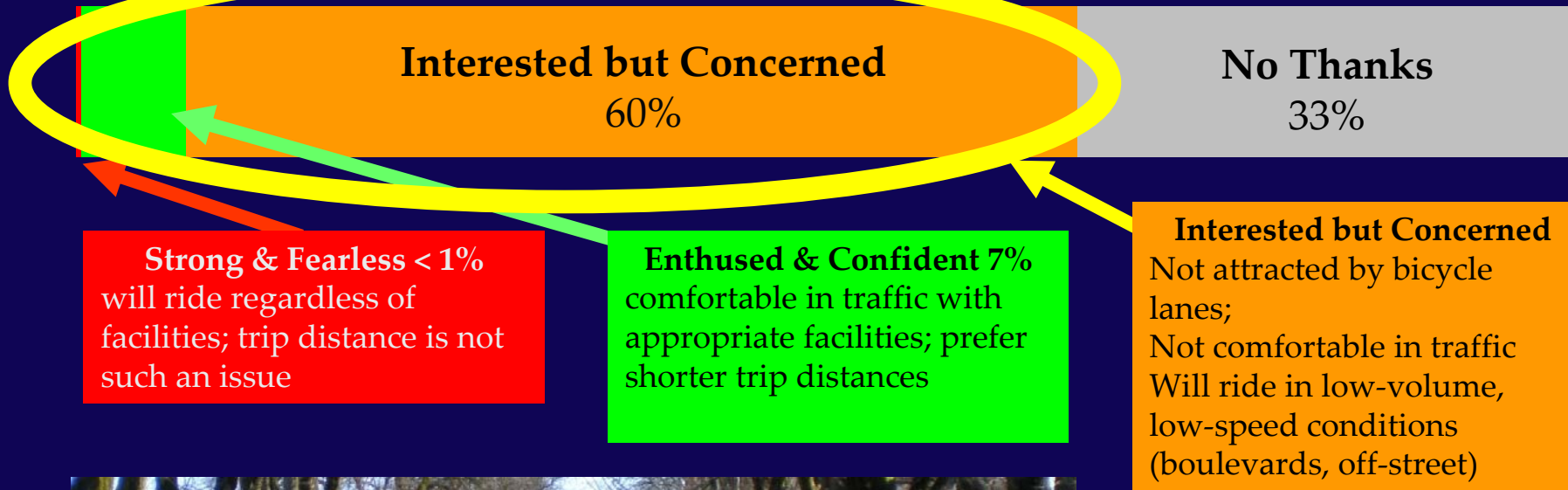
Everett and Glisan pose challenges for cyclists

- High average daily traffic volumes
 - Everett, west of 13th = 12,800 vpd
 - Glisan, east of 13th = 11,350 vpd
- Bike lanes recommended in TSP from 2nd to 24th
- Bike lanes exist only between 14th and 19th, where street widens due to I-405
- Adding more bike lanes would require removal of travel lanes or on-street parking

Why the Flanders Crossing a good project for Portland?

- More livable environment
- Connections over the I-405 divide
- Saves lives and reduces injuries: reduces conflicts between motorists, bicyclists and pedestrians
- Flanders Crossing likely to increase daily bike trips to 2,400-4,500 up from 800 today crossing at Everett, Glisan and Couch
- Improved pedestrian environment will significantly increase walking trips and safety
- Positive impacts for business community

If we build it, who will ride?



Bike Boulevard

15-foot-wide bridge is too small



- 15-ft-wide bridge is too narrow for a major bike boulevard like Flanders
- 30-ft-wide bridge is right design – allows adequate separation between pedestrians and cyclists going downhill at higher speeds
- Combined width of separated facilities on Hawthorne Bridge is 20 feet

Why do this project now?

- At least five years before an alternate bridge could be built due to planning and engineering.
- Costs for new bridge will only go up due to inflation
 - Between 2004 and 2007, paving costs increased 55%
 - April 23, 2008 The Daily Journal of Commerce reported:
 - Construction materials rose 6.5% over the past year
 - Diesel fuel prices jumped 61% over the past year
 - Steel mill products rose 8.2% over the past year
 - Materials costs were the highest for street and highway construction rising 12.8% over the past year.

Current Proposal

Phase One - \$3.913 Guaranteed Maximum Price

- Deconstruct the center span from its current location
- Barge the span upriver the Willamette River to the Port of Portland's Terminal 2
- At T2, strip the span of its lead-based paint and repaint the bridge
- Move the span from T2 to NW Flanders Street and install it for use

Phase Two Action – competitive bid

- Prepare the site at NW Flanders
- Construct the bridge foundations
- Install a traffic safety signal

Flanders Crossing Funding

Transportation System Development Charges **\$2.0 million**

- Transportation SDCs are one-time fees assessed to new development and changes in use. These funds are only for capacity-increasing projects and not maintenance. With extensive public input, the City has identified a list of growth-oriented, multi-modal transportation improvement projects. The NW Flanders Bike Boulevard is one of 43 projects on the list.

River District Urban Renewal Area **\$2.0 million**

- Tax Increment Funds are collected from properties within the River District (Pearl District) and are only available for projects within the district.

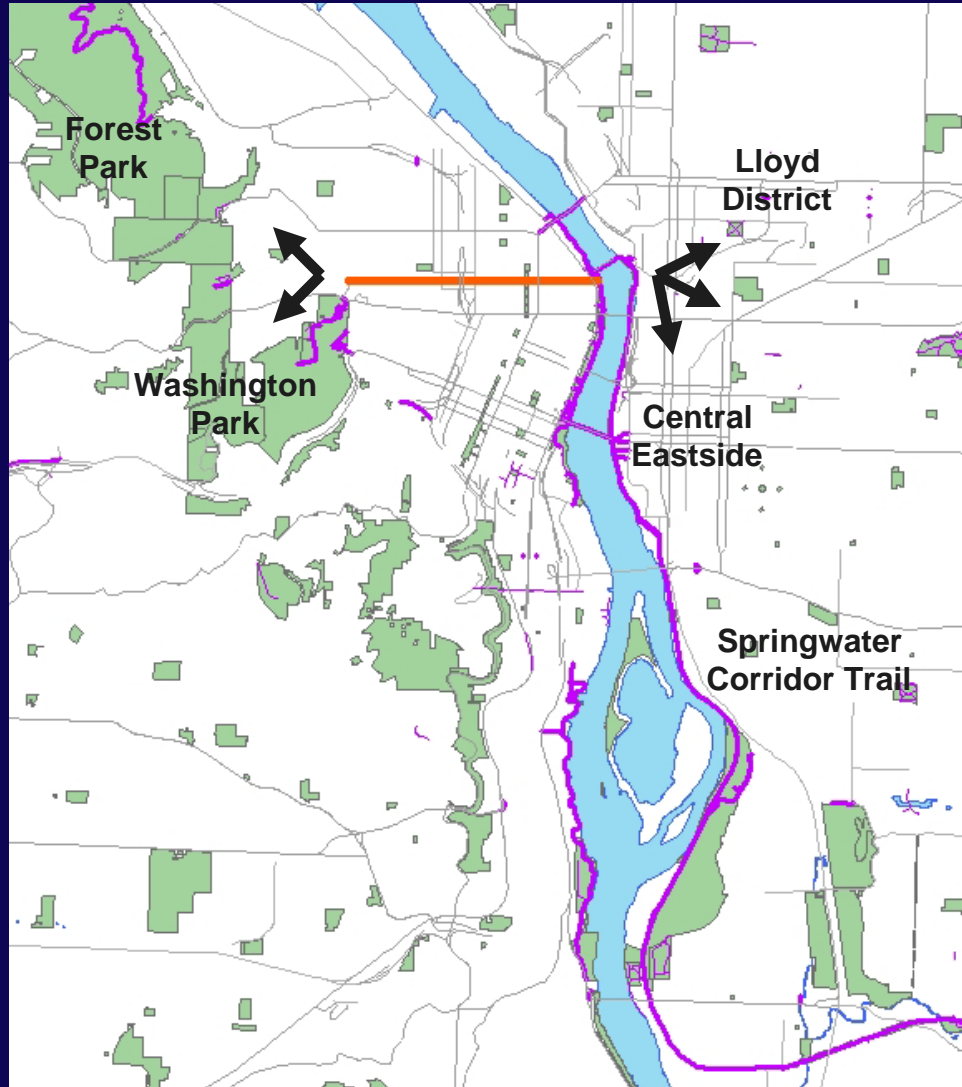
Federal Transportation Enhancement Funds **\$1.0 million**

- The Transportation Enhancement Program provides federal transportation funds for projects statewide that strengthen the cultural, aesthetic, and environmental value of our transportation system.

Safe, Sound & Green Streets Program Funds **\$0.5 million**

- The SSGS proposal was conceived to address the City's longstanding transportation safety and maintenance issues. Neighborhoods and businesses in all districts of the city weighed in on a list of projects. This project has support of the community and stakeholders in the project.

Linking the east and the west



Reuse supports State and Local efforts to reduce carbon emissions

- 1993 Portland became the first U.S. city to adopt a strategy to reduce emissions of carbon dioxide (CO₂), the heat-trapping gas primarily responsible for global warming.
- 2007 PDOT Sustainability Plan: Council directed PDOT to become a leader and innovator in sustainable practices
- Governor's Policy is to reduce carbon emissions in Oregon to 10 % Below 1990 levels

Flanders Crossing Carbon Avoidance

Rehabilitation and reuse of the old Sauvie Island Bridge, instead of recycling the bridge as scrap, will result in less energy use and in CO₂ production avoidance.

- Reusing 406,000 pounds of steel structure = 1,014,997 pounds of CO₂ production avoidance
- Reusing 725,000 pounds of concrete deck = 579,999 pounds of CO₂ production avoidance
- Total CO₂ production avoidance = 1,594,996 pound of CO₂
- That's equal to powering 130 homes in one year.

In addition, providing a new, safe route between Northwest Portland and the Pearl District for cyclists and pedestrians will be another step in the City's overall goal to reduce auto trips and greenhouse gas emissions.

Represents Portland's Values

- Creates a safer community
- Enhances livability
- Connects neighborhoods and neighbors
- Promotes economic development and Portland's green identity

**We are one city,
rarely does one project
achieve so many of our goals.**

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